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of the problem as a whole. The ensuing act of 1873, important though it is from the point of view of the regulation of discrimination, did not make any material change in the existing situation as affecting the control of amalgamation. The powers granted to the new railway commissioners regarding the sanctioning of working agreements were of little significance. Parliament continued to retain active control in its own hands.

From 1874 to 1900, the amalgamation question was less conspicuous than it had been during the preceding generation. An excellent description is given of the part played by Sir Edward Watkin in connection with the consolidation plans of the Manchester, Sheffield and Lincolnshire Company and also with the South Eastern and the Chatham companies. Like George Hudson in the forties, the pen-picture of whose forceful influence is equally good, Watkin was a master of men, though, unlike Hudson, an honest one.

The process of amalgamation in England would seem to have been of advantage to both the companies and the public, and the author is of the opinion that still further developments in this direction would be justified. At the same time, parliamentary control should be made less minute by the establishment of a railway board with a wide and permanent control.

Mr. Cleveland-Stevens has given us a book that, taken as a whole, constitutes a very satisfactory general history of the English railway amalgamation movement. He has examined the parliamentary literature thoroughly and has shown excellent judgment in his utilization of it. In many ways, his little volume is a model of research.

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#### NEW BOOKS

BUCK, A. M. *The electric railway*. (New York: McGraw-Hill. 1915. Pp. xi, 390, illus. \$3.)

CLARK, F. B. *The constitutional doctrines of Justice Harlan*. Johns Hopkins University studies in historical and political science under the direction of the departments of history, political economy, and political science, series XXXIII, no. 4. (Baltimore: Johns Hopkins Press. 1915. Pp. vii, 208, xii. \$1.)

Chapter 4 is entitled Interstate and Foreign Commerce.

FISHER, J. A. *Railway accounts and finance*. Third edition. (New York: Van Nostrand. 1915. \$4.)

FRANKFURTER, F. *A selection of cases under the Interstate Commerce act*. (Cambridge: Harvard Univ. Press. 1915. Pp. xi, 706. \$3.)

GARRISON, F. R. *Publication and filing of tariffs*. (Chicago: LaSalle Exten. Univ. 1915. Pp. v, 160.)

GARTNER, K. K. *Gartner's notes to the Interstate Commerce Commission reports*, vols. 1-30. (Louisville, Ky.: Baldwin Bk. Co. 1915. \$15.)

Hsu, M. C. *Railway problems in China*. Columbia University studies in history, economics, and public law, vol. LXVI, no. 2. (New York: Longmans. 1915. Pp. 184. \$1.50.)

The Chinese nation, in its railway building, has been driven by its inexperience and want of suitable business organization to rely upon the aid of foreigners, in many instances almost devoid of good faith. Mr. Hsu has well described his country's plight and the process by which competition among the foreigners and growth of knowledge and experience in China has begun to give some degree of relief. He has also brought out clearly the exceptionally striking influence exerted by railways upon the whole national life, not only after they have been built but even by anticipation, as government has been shaped by the popular consciousness of an importance yet to be realized (pp. 128-129).

An especial advantage of this monograph over other books on the subject is the author's acquaintance with Chinese sources and, correspondingly, his ability to present sympathetically the Chinese view of the controversial points of which the subject in so large part consists.

A. P. WINSTON.

KETCHUM, E. S., editor-in-chief. *Traffic geography*. (Chicago: American Commerce Association. 1915. Pp. xxxv, 321.)

A series of 25 handbooks is to be issued by the American Commerce Association as its "Traffic Library," of which this is the first volume. Traffic information will be presented under the following leading divisions: traffic geography; principles governing freight charges; preparing, routing, and tracing shipments; the interstate commerce law and procedure; principles governing the adjustment of charges; loss, damage, and overcharge claims; traffic department organization and management; and export and import shipping. The complete work will embrace about 5000 pages of text, fully indexed, and is expected to be of special service to traffic directors of big concerns.

This volume on *Traffic Geography* covers a variety of topics. The first eight chapters, more than half the book, constitute an interesting, though at times elementary, treatment of certain aspects of economic geography. Thus, there is a consideration of the origin and nature of commerce, the relation of transportation to industry and commerce, the factors controlling industry and commerce, the natural physical divisions of the United States, the geographical distribution of the principal natural products of the United States, the factors controlling the location of industries, the leading commercial centers, and the factors which develop traffic flows. The remainder of the

book is more specialized and technical in character, consequently of less general interest, however important and valuable it may be for reference purposes to the traffic expert. For example, there are chapters on the classification territories, miscellaneous rate-construction points, traffic terminology, etc. There are many maps and diagrams which, as usual, greatly facilitate the ease of reading.

AVARD L. BISHOP.

LUST, H. C. *Quarterly digest of decisions under the Interstate Commerce act.* No. 4. (Chicago: Traffic Law Bk. Co. 1915. Pp. 164. \$2.)

PENNYBACKER, I. S., editor. *The official good roads year book of the United States.* (Washington: American Highway Association. 1915. Pp. x, 498.)

Among the more important features included are: (1) a review of legislation, which includes state aid legislation, local bond issues, civil service, automobile registration, and convict labor; (2) history of road building; (3) reports of progress in road building; (4) highway engineering education. The text also includes a full bibliography of bulletins and magazine articles published during the past year relating to roads. A number of articles on the relation of good roads to economic and social welfare are mentioned. P. L. V.

PRATT, E. A. *The rise of rail-power in war and conquest, 1833-1914.* (London: King. 1915. Pp. xii, 405. 7s. 6d.)

SPEARS, J. R. *The story of the American merchant marine.* New edition. (New York: Macmillan. 1915. Pp. xxvii, 340. \$1.50.)

VOGEL, W. *Geschichte der deutschen Seeschiffahrt.* Vol. I. *Von der Urzeit bis zum Ende des XV. Jahrhunderts.* (Berlin: Reimer. 1915. Pp. 560. 14 M.)

### Trade, Commerce, and Commercial Crises

*Agricultural Commerce: The Organization of American Commerce in Agricultural Commodities.* By GROVER G. HUEBNER. (New York: D. Appleton and Company. 1915. Pp. xiv, 406. \$2.00.)

More than one half of the book is devoted to an indication of the regions of production of six important farm products and a detailed description of their distribution from the grower to the consumer. The hauling of grain to country elevators; the management of these elevators; shipment to the central (or "primary") markets; the operation of the elevators and exchanges located there; the transfer of the grain to mills or to seaboard markets; and the factors influencing the price at each stage—all are treated at length in two chapters. Similarly, in the next two chapters, are described the cotton belt, ginning and shipment to